

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

The first meeting of the Wichita Area Metropolitan Planning Organization (WAMPO) was held on **THURSDAY, MARCH 10, 2005, AT 1:00 P.M.** The following members were present: Morris K. Dunlap, Chair; Harold Warner Jr. Vice-Chair; Darrell Downing; John W. McKay Jr.; Bill Johnson; Bud Hentzen; Ronald Marnell; Elizabeth Bishop; M.S. Mitchell; James Barfield, Gary K. Gibbs Mayor Jim Singletary, Chris Herrick, Jeff Bridges, and Ray Fleming. Frank Garofalo and Denise Sherman were not present. Staff members present were: John L. Schlegel, MAPD Director, Jamsheed Mehta, Transportation Planning Manager, Nancy Harvieux, Principal Planner, and Valerie Robinson, Recording Secretary.

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1. The meeting was called to order by Mr. Warner, Vice-Chairman, of the WAMPO
 2. Members introduced themselves and identified their affiliation.
 3. Selection of an Interim Chair and Vice-Chair.

WARNER lets start the selection of the Interim Chair and Vice-Chair for this organization

BISHOP, can I raise a question so that we have it on the record, do we have any kind of quorum issues since we have no By-Laws; do we have a quorum problem?

SCHLEGEL, technically no, but Joe Lang is going to comment on this.

JOE LANG your quorum would be 1 over 1/2 of the appointees until you state something else in your By-Laws.

SCHLEGEL I would say that we have a quorum.

WARNER this interim chair and vice will just be until the By-Laws are drawn up and hopefully it will only take a couple of months to do that. I think to make things easy it might be better if the present Chair and Vice-Chair be the interims unless you prefer that we do something else. I will take nomination for interim chair of this Planning Organization.

BISHOP would you remind me who the Vice-Chair is?

WARNER, I am the Vice-Chair and Morris Dunlap is the Chair.

BISHOP, I would move that on an interim basis we elect the Chairman and Vice-Chairman of the Planning Commission

MOTION: That on an interim basis the Chairman and Vice-Chairman of the Planning Commission are elected as Chair and Vice-Chair for WAMPO.

BISHOP moved, JOHNSON 2ND the motion, Motion carried (10-0)

WARNER any further nominations? Any discussion? All in favor of the present MAPC Chair and Vice-Chair being the interim of the WAMPO signify by saying aye, opposed, motion carries.

4. Appointment of By-Laws Committee

WARNER of the By-Laws committee is that the Chairs prerogative?

SCHLEGEL, if you were to operate under the old MPO By-Laws, which were those of the MAPC, then the appointments would be made by the Chair. I suggest that you ask for volunteers and see whom you get. If you don't get enough then start seeking appointment.

WARNER, I think that is a good idea, Morris is the Chair so I will entertain volunteers for the By-Laws Committee.

MARNELL, what I would suggest is that we have Advanced Plans Committee; they meet regularly and works on those types of issues. I would suggest that we use that committee plus add members to it. I would like to invite some of the new members of this organization to join that group and work on the By-Laws.

MOTION: That the Advanced Committee and any new member of WAMPO would work on the By-Laws for the new Wichita Area Metropolitan Planning Organization.

MARNELL motioned and JOHNSON second the motion, motion carried (10-0)

WARNER, it has been moved and seconded that the Advanced Plans Committee of the MAPC with as many of the new members that we can get be appointed to the By-Laws Committee. Any discussion?

SCHLEGEL, for our new members I will point out that the Advanced Committee is composed of 7 members from the MAPC and that would be the core group; is that what you are suggesting to work on By-Laws?

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WARNER John McKay is the Chair of the Advanced Plan Committee and I would like to get volunteers from the new members to be part of that drafting of the By-Laws.

CHRIS HERRICK, KDOT is a non voting member so I don't know if you want us on that committee or not and I am not so sure that Terry can get down here that much so it might be me or a staff member if that is expectable; we could volunteer.

MARNELL, That committee meets at 7:30 a.m. and it is usually on the same day of MAPC meetings.

HERRICK if you want us on there we will be on there.

MOTION: To have the Advanced Plans Committee work on the By-Laws allowing any new member from WAMPO wishing to serve be allowed to be a part of that committee.

MARNELL Motioned, BRIDGES seconded, Motion carried (10-0)

5. Public Hearing – Transportation Improvement Program (TIP) amendment; presentation by Jamsheed Mehta.

Staff is requesting final review of a proposed amendment to the TIP 2004-2008 and adoption of the amendment. This amendment will recognize changes in current project schedules, and revisions to the cost and federal share of some projects.

Attachment-A shows end-of-year balances for STP, CMAQ and, Bridge categories with the proposed amendment to the projects. Attachment-B shows, (i) Projects from the TIP 2004-2008 in the Wichita/Small Cities section with additional federal share or change in project scope or change in funding category, (ii) correction to the funding category of a project in Wichita Transit Section, and (iii) additional projects in the Paratransit section to bring the list of projects up to date.

The Technical Advisory Committee on Transportation Planning (TAC) reviewed these proposals on February 28, 2005 and recommended approval.

MEHTA Planning staff presenting the Transportation Improvement Program amendments, with recommendations to hold Public Hearing as advertised; after you close it we would recommend that you adopt the proposed amendment bearing in mind this is the last amendment, again as I said before the next one would be after August or whenever the Long Range Plan is up and ready. Any questions?

WARNER, any questions? No questions, Thank you.

MCKAY, Mr. Chairman I propose that we adopt the amendment to the Transportation Improvement Program 2004-2008.

WARNER, do we want to do that before the Public Hearing first? We will open up to the public, anybody wanting to speak on these items? I will entertain a motion to close the Public Hearing.

MOTION: Motion to close the Public Hearing
JOHNSON Motion, BISHOP 2nd the motion (12-0)

WARNER it has been moved and seconded to close the Public Hearing any discussion? All signify by saying aye, motion carries the Public Hearing is closed.

DOWNING, I recommend we adopt the proposed Amendment to the Transportation Improvement Program 2004-2008.

MOTION: To adopt the proposed Amendment to the Transportation Improvement Program
2004-2208
MCKAY Motioned, > 2nd the motion and the motion carries (12-0)

WARNER, It has been moved and seconded to approve the Transportation Program, any discussion? All in favor signify by saying aye, opposed? Motion carries. It has been approved.

6. Status report on Intelligent Transportation System/Regional Architecture (ITS/RA); presentation by Jeff Brummond, ITERIS (Consultants).

Intelligent Transportation System's (ITS) are the application of interrelated systems of computers, electronics, and communication technologies and management strategies to improve the safety and efficiency of the surface transportation system. ITS Regional Architecture (RA) is the structure developed to pull together all the partners in the information sharing process for a specific metropolitan area. RA defines how systems will operate and the interconnection of information exchanges that must take place between these systems to accomplish safe and coordinated transportation services.

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An ITS/RA has been developed specifically for the Wichita area. A presentation of the final draft ITS/ Regional Architecture system will be presented to you by Jeff Brummond, ITERIS, Inc. This presentation will include an overview of the process used to develop the Architecture system. A public Comment/Review Period will be held prior to returning to the WAMPO for final review and adoption of the ITS/RA on April 14, 2005.

The following are the public involvement activities planned.

1. A public Comment and Review Period, set by this Policy Body, from March 10, 2005 through March 31, 2005. The Comment and Review Period will allow the public ample time to review the system and provide input prior to final adoption.
2. A Public Meeting, scheduled for 7:00pm on Thursday, March 10, 2005 at Century II to explain what ITS is and to accept comments from the general public.
3. Newspaper ads and website postings providing further contact and review information.

JEFF BRUMMOND, I would like to spend some time talking about what is this architecture, how does it relate to these projects. I want to present a few of the projects that we have been discussing the last three days; we have had come intense discussion with a variety of stakeholders regarding this architecture. You are probably wondering we have the TIP, the Long Range Transportation Plan, now what is this; we have something else; an architecture now. This is the main idea of the architecture; to integrate all of this together and show that integration, discuss it and how it will integrate it. First there are two projects here after our discussions this morning, we had a two-hour Executive Overview with all the management of the stakeholders, technical group that has been working the last two days. Here we have the Sedgwick County AVL, Automatic Vehicle Locations System, so there are plans for the County, for the public safety agencies to add GPS to their vehicles and have computers in their vehicles to allow and run request for information, run criminal records, coordinate, dispatching of emergency vehicles, they will have communication to the vehicle itself. There is also another AVL Project being done through Wichita Transit, which involves the bus that is not part of the Sedgwick County AVL System, it is a separate AVL system where they are going to put GPS in the bus that will coordinate the fleets, have arrival times and that type of thing that is an example. You probably can't read this to well on here but you have handouts, we have provided handout of these charts, in the handout there are two sections all the charts that we are presenting today and there is also an Executive Overview document in the back. It is about nine pages just to give you a quick overview of what we are up to and what this project is all about. We also have on the back table some binders of the actual Volume 1 that we are asking you to start the public comment process today and so we have extra copies if you run out over there. We have a web site where you can get this information also.

If you look there is an emergency call taking in dispatch, what we have done as group with KDOT, Sedgwick County, City of Wichita and other cities, Highway Patrol has been involved, Emergency Management, Police, Fire the Airport Authority as we are modeling each one of these systems in this case it is the Sedgwick County 911 System. We represent that as a box on these diagrams, and then we discuss and exchange of information between these different systems. In this case you have the Kansas Highway Patrol vehicle represented here, you have KTOT Traffic Operation Center represented their you will see that there is different coding to these lines. Solid lines means there is some existing communication going on right now, so we tried to capture all the existing communication that is going on but we are looking to the future. In this case we have the blue is existing, red near term, the KDOT Freeway Management Center is something that is expected within the next 5 years, something in the next 5 years we have designated as near term, year of 6-10 medium and beyond 10 years is long term. In this case you will see some existing communication going on, there is some near term communication and then there are some green line that is 5 to 10 years time frame. We are trying to capture all of this; this is just a small snap shot of the overall architecture with the 911 System here in the middle. We have lots of diagrams like this in the Volume 1 Document and on the Web site and it has every one of the boxes in the middle and it shows the interface back and forth. This is what we have been doing since December since we have had the kickoff meeting is getting together we had workshops in January and then this month we have been going through this. Another project I want to highlight is the Traffic Signal System Upgrade Project through the City. The City and Sedgwick County and that is currently a study underway and we are working with that study, we are trying to work with the upgrade to the Long Range Transportation Plan the TIP and making sure we are coordinated with all these projects going one. The study for the Traffic Signal upgrade is ongoing right now and that is to allow better coordination of traffic signal. So you have waves of green lights during major commute times in certain directions and they can actually change timing plans of the signals and do that all automated. Right now there are just some basic functionality in the future, potentially they could change the timing plans based on an incident happening on the interstate 135 and if there is parallel arterials they can divert traffic and change the signal timing. This system here, the traffic signal upgrade about 400 signals, we are looking at that, I mentioned the KDOT Advanced Traffic Management System. That is for incident response, there is plans for KDOT to have their own Freeway Center, it's managing the center, there is some ramp meters to control access to the freeway to certain on ramps. There is going to be cameras signs to help the traveling public and to also rapidly go and get an incident clean up effort. These are some of the objectives.

Here is regional traffic control, like I was mentioning before, here you have KDOT which is going to be managing the freeway, the traffic congestion on the freeway, they have some roadside equipment which may be cameras or sensors to detect the flow of traffic, you have Wichita's traffic operation center they have their road side equipment which is signal, maybe some cameras in the future, maybe some message sign. Right now the City has some communication going on with their signals. The KDOT study is going to be starting I think, or plans are underway to start this year on the KDOT system. There are a couple of flows that show coordination so that the idea is that these systems can coordinate with each other and you really have to plan that coordination for it to come to be with these computer systems and the different

ways you can communicate information. The whole idea with this architecture is you plan and coordinate these communications so it happens and are interoperable. That is an example of the Regional Traffic Control.

I mentioned the workshops earlier; we have had 3 workshops to date one was in January and one we concluded today. The one in January we discussed architecture, flows, diagrams and what things were named what and we had a good participation, the last 2 days we talked about projects, project sequences, communications, implementation which is a Volume 2 and Volume 3 so we will come back in early May to have you look at and adopt Volume 2 and Volume 3. In order to make the Federal Highways deadline of early April, we wanted to get that to you earlier. We had to in January we had not quite finished what we were suppose to do, going through all the services so we meet in early February and reviewed all the Emergency Management services. Today we are at the MPO Executive Overview, tonight at 7:00 p.m. we have a Public Forum, we can invited the public to come to ask questions about this project.

This map shows the planning area. This is our web site; the home page for the web site and the address is up here and also in the handouts, the back page of the Executive Overview. I encourage you to go to the site, take a look there are different options to pick, pick a workshop, download the presentation material and see what we are presenting to everybody. If you choose architecture it has a list of all the stakeholders involved. We have a list of all the stakeholders that are involved and are participating in the Executive Overview document in hour handout, but you can click on this hyperlink, Kansas Highway Patrol and it will show which boxes the Kansas Highway Patrol is involved in for example and all their interfaces, there are diagrams that are linked to that. There is also a document button so you can go there and get the documents like the Volume 1, we have this web site as a public tool dissemination for all this information cause it is complex when you start looking at all these diagrams and it gets complex. We have also instituted a comments button and we have received comments through the web site so someone who has a question or a comment or if a description is not quite right, hit that button fill out the form and it sends us the information, analyze that and update the architecture. I encourage you to go visit the web site. We feel the architecture is ready to be adopted by this body. It is set up as a blueprint, when you think architecture you may think building, but this is computer architecture, how computer and systems out there for transportation are going to be connected together, it forms the framework for your region and it reflects the existing and future ITS projects. We tried to look into the future, past 10 years and be visionary as far as what kind of services do you expect to provide for the region in the next 10 years. We have had over 60 stakeholders participate in this activity, reviewing, commenting, and participating in meetings. The way the workshops have worked, we have had two days of intense technical review of about 25 to 30 people representing, a lot of them or some of them are in the audience here and on the 3rd day we brought their management, because it is one thing for them to go and figure out what they want to do but you want to get management to buy into what they are doing, and the communication and the services that they feel that they want for the region. We have had close to 60 people participate in the Executive Overview session this morning. MAPD is going to maintain this architecture, it is not something you do one time, like the TIP in a way, things change, projects change, you might get new stakeholders, we just expanded the WAMPO, things change we realize that, so we have a process in place to maintain the architecture. That is going to be described in Volume 2, which you will get to see in May time frame.

This is the contact information with Jamsheed and myself and Mike and again the project website is down there at the bottom. I will turn it over to Jamsheed to cover the recommendation.

MEHTA, this is the last slide but I'm sure that Jeff is going to be here to answer any questions. Our recommendation here right now is that you have the review materials, and at the time when it was sent out, when we mailed it out to you, we did not have the complete set of Volume 1, I did direct you to a web site, if you had the time then you would have seen Volume 1 already. We do now have volume 1 pretty much ready. It is stable to the point we have identified just one or two minor comments changes to it. Essentially it is done and ready for adoption. What we would ask you to do is then set the Public Comment Period as of your action today, concluded on the 31st, the end of this month and then we bring back to you on April 14th, an opportunity to adopt the Regional Architecture Volume 1 of this large ITS Project. Again this evening and it is unrelated to our recommendations here, since you are going to open the public review comment period we thought it would be right to have the public forum tonight so at 7:00 p.m., Century II, room 102 A&B, the public is welcome but so are you if you want to have a second round of what we just went through, with more questions to be asked. This is an MPO sponsored Public Meeting. With that, do you have questions?

BARFIELD, I didn't see on the AVL portion, I did not see the Wichita Police or the Fire Department represented is there a particular reason for that?

MEHTA, they are there, they are a key player in it; in fact they participated in that. What you saw was a snapshot associated with maybe one particular action like calls taken, that slide showed where information comes into the 911 Center, but what goes on between the 911 Center and the responders would be a different graphic. It is one of many graphic sections there are. Just for you to get a sense of how detailed or how wide this total architecture package is right now, maybe Jeff you have some numbers to share because I don't recall.

BRUMMOND in the architecture right now we have over 60 elements that define which are systems, or vehicles including the police, Wichita Police, the Sheriff, Fire and they have been participating in the meetings. If you take a look we have copies of the Volume 1, they are all alphabetical, over a hundred communication links (tape over) and how they fit within the architecture but we have about I think there is over 600, there is 120 communications links, so that means there is 120 places where someone is communicating with someone else. If you break those down there is over close to 700 actual flow contents description of the information that is being passed back and forth in the architecture; so it is quite extensive.

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MORRIS I have a question first for the MPO and then the audience, I was at the meeting this morning so I am up to speed what you presented here I have a questions about how we communicated with the small cities and how were taking into account their activities. Are we just telling them that this is what's going to happen or are we looking at their system and saying; here's what you need to do improvement to meet up with us, how does it cross over? I have the feeling there are some cities who have their own system that don't have a budget to come to a 800 megahertz radio system or is there money to do that for them or are we just leaving them out on their own?

BRUMMOND, that is a very good question. I know we have invited some of the smaller cities to come and of course some could not make it, especially the smaller cities probably don't have the staff to support something like this. I know we did have the city of Maize there. What we have done in the architecture is grouped the cities together as suburban communities and treated them as a group, the main system that they would be interested in, was a couple of them was if they have signals, traffic signals, I know that as part of the traffic signal study there going to be looking at the outlining cities and seeing if they want to integrate in with the overall City and County signals. They have a place there, we hope we have included them as far as notify them of the meetings, we have the web site, we have a mechanisms for them to look at what we have been doing, to write comments back, as far as the public safety issues with the radios; I am not sure about funding and what is available for giving them 800 megahertz radio signals, someone might be able to answer that.

BRIDGES (Andover), I represent one of the small cities and I apologize we had ample opportunity to participate we just didn't. We just built the 911 Center and we are moving to AVL and the GPS locating and all that, are there mechanisms for small cities as they come on line to integrated into that network, to take our information to push and pull back and forth from this architecture?

BRUMMOND yes, I recommend that you review those sections, we actually have AVL, grouped as a service, so if you go to the web site and you go under services you can see what we have done for the County, City and we would need your comments about what you are doing and what level...

BRIDGES we haven't bought anything yet for AVL, we bough the CAD and the RMS but we have not set up the network and the wireless activity so we probably want to get what you're thinking about in terms of architecture.

BRUMMOND we have put in placeholder in for Suburban Community Dispatch we have the Sedgwick County 911 but we realize that there are other dispatch systems out there but we have lumped everyone together, not having the actual details of everybody's, we have lumped it together so if something is there and that satisfies what you are planning on doing that would be great, if it doesn't let us know and we will add you in as a separate element. The idea does need to be reviewed; we will make changes if new systems or we find out new information.

DUNLAP, that was exactly my point the communication, the area that I live in, the County, the first responders generally are not connected to the Counties 911 system unless they happen to want to talk to each other. I know that is your objective and I am concerned about their budget. I don't know that they have it in their budget, Andover obviously does, but... that is a concern I had this morning and I didn't have a chance to ask about it. I appreciate everybody else listening to me here.

MARNELL, the web site for this project is it linked with the City, County and KDOT's web site so that people can find this thing. I don't think any body is going to know where the ITS.com.

BRUMMOND right now we have been building the web sit, we have it under our domain but we plan on transitioning it to or under the MAPD web site and publicizing the web address, again we are trying to let everyone know what the web site is, by it is kind of long and it not tied to a government web site at this moment. By May we are planning on having it imported over.

MEHTA, there is a hyperlink on the MAPD Transportation web site right now I believe that will take you to the ITERIS web site.

MARNELL, that is all I meant a link, if the general public is never going to find this address, but they will look at the main public ones, and it would be nice if they have a link to it.

DUNLAP any other questions? If not we will move on. I entertain a motion for the recommended action.

BISHOP, before we have a motion just for clarification, see if I followed this right, the recommended action primarily relates to Volume 1?

MEHTA, that is correct.

BISHOP, that is the only one we are setting a Public Hearing for and so-forth is just for Volume 1 because the blue sheet that is not entirely clear.

MEHTA correct.

BARFIELD motion to take the recommended action.

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DUNLAP, it has been moved and seconded to approve the recommended action of the Public Comment Period and the Public Hearing date. Any discussion if not, all in favor say aye, opposed, motion carries.

MOTION: Motion to approve the recommended action of the Public Comment Period and the Public Hearing Date.

BARFIELD Motioned and MCKAY 2nd the motion (12-0)

7. Status report on the Long Range Transportation Plan (LRTP) update; presentation by Jamsheed Mehta.

The MPO's Long Range Transportation Plan is being updated with the assistance of Parsons Brinckerhoff (PB). The update process will result in a new Long-Range Plan ready for adoption by the MPO in August 2005. The following is an overview of some of the immediate activities surrounding the update process.

- Creation of a LRTP Development Team.
- Creation of a LRTP Advisory Committee.
- Public meetings to be held from 7:00pm to 8:30pm:
 - March 15, 2005 Minisa Park Shelter Building
 - March 16, 2005 Hughes Metroplex Complex
 - Public transportation being provided.
- Stakeholder interviews.
 - March 16, 2005 City Hall Conference Rooms
 - March 17, 2005 City Hall Conference Rooms
 - As requested via telephone, or at a later date.
- Website to provide information to the public on a timely basis: www.WAMPOplan.org

MEHTA planning staff presenting the Long Range Transportation Plan (LRTP) update. The last time we were here on February 24th we had the consultant present to you an overview of our project to update the 2030 Transportation Plan. At that time we also told you that we would be here every time you meet as an MPO Board to keep you up to date on what is going on and to provide you with information as it is being produced and identified. The original schedule that you had from 2 weeks ago just to recap and everybody is on board, we have new members so you would be able to identify with our pace at which we do the Long Range Plan Update. The input phase of everything we do is from Mid-February through the month of March. That includes a lot of meetings that included input from stakeholders, advisory committees as well. In the period of April through part of May a lot of the work will be in the background. There will be modeling going on, there will be analysis going on, technical work going on associated with it. In the middle of May about that time we will have a first draft of the LRTP but really what it is, is an analysis of all the alternatives that are tested based on input we gather from stakeholders and the public in the February, March period. After that is review, there will be finalization of that draft and then we will be coming up with the Proposed Plan, which is screening out those projects that are not as effective and then identifying what will be the final plan. So our target still is adoption in early August 2005. We will have the consultant be here and will have some active MPO involvement, this is in addition to what we would be doing every two weeks, every time you meet as an MPO Board. You already had the first round with the consultant on February 24th, they will be back here two weeks from now, March 24 and we will talk a little bit about what we will be doing at that meeting. Then when they have analyzed the alternatives and come over here, they will be presenting it to you first and then the recommended plan and this is final plan adoption by the MPO.

The Advisory Committee, I can go through this later as well, but they meet 5 times through this process, essentially it is an expansion of the Technical Advisory Committee, but includes every jurisdiction within the urbanized area and some out the urbanized area plus the special groups, such as would be railroads, and other modes of transportation as well.

Public meetings, there are 3 and I am going to talk a little about each of these and the times. There is a Development Team, in addition to the daily interaction between planning staff and our consultants, Parsons Brinckerhoff at least twice, or once in two weeks there would be interaction between Federal Highway, Transit, KDOT, Wichita Transit and all of us just to make sure we're in the right direction or to get any kind of guidance from our partners. The Advisory Committee is chaired by Commissioner, Ron Marnell, representing the Wichita Area MPO, we have met already once on February 24, we will meet again, it is going to be regularly, the 4th Monday of each month as we go through this Long Range Plan Update process. Other participants in it include all our Federal Agencies, the State DOT, Multi Modal Transportation Agencies, those representing the railroad interest, freight, pedestrian bicycle and trails and those kinds of groups. Regional Cities and Counties, we have about 15, 3 of them are Counties, Butler, Sumner and Sedgwick and then the rest of them are Cities that are clustered around and within the urbanized area. Transit and Paratransit are represented and of course the Planning Staff.

Now stakeholders' interviews on March 16th and 17th there are rooms set up here with scheduled interviewed times periods, so there are 3 tracks of interviews going on throughout these 2 days, actually it is spilling over beyond these two days as well. Every city, not just those who are on the Advisory Committee but there are 19 from our County and then adding Andover and parts of Sumner County, Mulvane, every city and county has it's hours worth of one on one interviews without any MAPD staff sitting in on it. It could be with the consultant and that jurisdiction, identify what their priorities are, what's their impression of the current plan, what would they suggest would be revisions to that plan.

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Turnpike and KDOT would be separate meetings, in fact with KDOT it is going to be at the end of this month in Topeka; similarly will be one with the Kansas Turnpike Authority. Railroads will have their own time, again not 16th and 17th, probably the following week, Bike and Trail Groups and other agencies, the Wichita Chamber and the Greater Wichita Economic Development Coalition that's to bring in the eco-devo flavor into transportation planning also the fact that what was in the Visioneering Wichita document that we are recognizing as also significant new input into the Long Range Plan Update, so these agencies would be very helpful in giving some of guidance from that document. We are arranging to have representatives from the Wichita Neighborhood Association and other groups associated with those neighborhood groups, School Districts, Board Members or at least the supervisors for certain school districts, and then organizations that would represent the elderly and the handicapped population and the low income groups. This is in compliance with the Environmental Justice regulations that we need to follow in developing plans and programs.

Now the public meetings, the first round of public meetings these are from 7:00 to 8:30, Elizabeth Bishop reminded me that the Newsletter that you got, we failed to identify the times. But it is from 7:00 to 8:30 you have a new copy, I don't think the people from public have yet seen this in fact they will be seeing it on the day of that particular meeting so it is okay, we missed out on the timing; the Minisa Park Shelter Building, Tuesday and the same meeting for those who can not make it on the 1st day, March 16, at the WSU Hughes Metroplex Complex, there is a lot of work behind the scenes that has occurred to set these meetings up and get the word out. In fact on the buses, inside the buses there are signs where we have identified free shuttle service for those, the buses depart at some time in the evening and then we are arranging for return rides late in the evening when the regular bus service is not available. Again inside the bus additional signs are already there, if they need additional information they call our office and we will provide them with information of how to get back after hours. On outside of the bus, is a 5-maybe 6-foot wide sign on the buse. If you noticed it, I have not, but here are our times and dates and locations where we are having our first round of public meetings. If you noticed in this morning's paper in the local section we had an ad, which describes what the Long Range Transportation Plan is, the two locations and their times and the contact information. We will have the newsletter going out, we also have a lot of media new release, so maybe on or before the Tuesday meetings we will have media coverage as well, because of the media press release that has gone out. Here is an older version of the draft copy of what you already got and this will be available on the web but also it has been handed out to those on our stakeholders' mailing list. A web site has been created as a part of the updated process at WAMPOplan.org. It is a static page right now but in a couple of days there will be additional interactive elements in it. One of those elements is going to be our comment form; so in addition to the back page of the newsletter where you have a comments section, one can even send in comments, and send as many comments periodically; it will go directly to the consultant and they can classify and put it in the respective bins, categories and then let us know and eventually we will let you know what everybody is thinking about the Long Range Plan Update.

Next time we meet March 24th, here is what we will do, we will ask for your review of what we get or what the consultant will get out of the stakeholders interviews meetings, and out of the two public meetings next week. After you get that information we will ask you to then focus on the current goals, objectives, strategies in the current Transportation Plan. So in our mailout we are going to send again to you a comment form, different what you have seen so far. If you have any thoughts you can write those down and then maybe the consultant gets that input either written or what ever you mention on the 24th meeting. That input from the policy body will go as the guidance I would say towards the update of the current plan. I think that is all I had. That is the status report.

SINGLETARY for the small cities that would be interested in setting up a conference on the 16th or 17th, would they call in for an appointment?

MEHTA, I believe somebody, in your case the City of Goddard would have received that letter and then our consultants would call that individual and set up whatever works for you between those two days, any of the time slots that are there. Quite a few cases the consultant is flexible enough if it is absolutely not possible on those two day because the right person is not there then they have agreed to do it another time maybe later in the week or the following week.

SINGLETARY, will they come here or will they go out to the community.

MEHTA, it is here in City Hall, simply to expedite the process we have approximately 30 stakeholders interviews so we are trying to do as many as we can in a very short time frame and asking them to go around the community would limit the amount of time they have to do it.

Other items.

DUNLAP are there any other items to come before the Planning Organization? I would like to thank our new members for joining us and we look forward seeing them again at the other meetings. I will entertain a motion to adjourn. It has been moved and seconded that this meeting be adjourned. All signifying by saying aye, opposed.

MOTION: To Adjourn the WAMPO meeting.
DUNLAP motioned and MCKAY 2nd the motion.

8. Adjournment.

The Metropolitan Area Planning Organization Meeting adjourned at 2:11 P.M.

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION
March 10, 2005

State of Kansas)
Sedgwick County) ^{SS}

I, John L. Schlegel, Director of the Wichita-Sedgwick County Metropolitan Area Planning Department, do hereby certify that the foregoing copy of the minutes of the meeting of the Wichita Area Metropolitan Planning Organization, held on _____, is a true and correct copy of the minutes officially approved by the Policy Body.

Given under my hand and official seal this _____ day of _____, 2005.

John L. Schlegel, Director
Wichita-Sedgwick County Metropolitan
Area Planning Department

(SEAL)